

RESOLUTION OF BOSTON REDEVELOPMENT AUTHORITY

DETERMINATIONS AND FINDINGS RELATIVE TO THE CONDITION OF
THE CAMPUS HIGH SCHOOL URBAN RENEWAL AREA AND THE
ACQUISITION AREA LOCATED THEREIN, PROJECT NO. MASS. R-

WHEREAS, the Boston Redevelopment Authority (hereinafter called the "Authority"), is a public body, politic and corporate, duly organized and existing under Chapter 121 of the Massachusetts General Laws (Ter. Ed.), within the City of Boston, Massachusetts;

WHEREAS, the Authority has undertaken and conducted surveys, studies, and inspections of an area within the City of Boston known and referred to as the Campus High School Urban Renewal Area and described in the Exhibit "A" attached hereto and made a part hereof (hereinafter called the "Project Area"), which Project Area includes certain land which is described in the Exhibit "B" attached hereto and made a part hereof and is hereinafter referred to as the "Early Land Area";

WHEREAS, the Authority has prepared a General Neighborhood Renewal Plan for the so-called Roxbury-North Dorchester Area, which area includes the Project Area, and the Authority is preparing an urban renewal plan for the Project Area and proposes to undertake an urban renewal project therein;

WHEREAS, the Authority has, after due and proper notice, held a public hearing with respect to the Project Area and, at said hearing, received and heard extensive evidence, data, exhibits, views, and opinions with respect to the Project Area and its condition and with respect to the Early Land Area and conditions therein, including (a) statements, data, and statistics presented by officials of the City of Boston concerning fire control, traffic, and water and sewerage problems and their respective causes and deficiencies with respect to other public facilities; (b) statements, study and inspection reports, photographs, and other exhibits prepared and presented by members of the staff of the Authority and its consultants concerning the Project Area and the Early Land Area and the physical condition and uses of land and structures therein; and (c) statements and opinions from various persons and representatives of various organizations

interested in the proposed determinations to be considered by the Authority, all persons and representatives of organizations desiring to be heard having been afforded an opportunity to be heard by the Authority at said public hearing;

WHEREAS, the Authority has prepared for filing with the Department of Housing and Urban Development an application for a temporary loan for the acquisition of the Early Land Area; and

WHEREAS, the evidence, data, exhibits, views, statements and opinions received by the Authority at said public hearing as aforesaid were relevant to the Early Land Area and included, among other things, testimony concerning the Early Land Area and existing conditions therein, the necessity to demolish the structures therein, the relocation of the present occupants thereof, and the feasibility of redeveloping such area;

NOW, THEREFORE, BE IT RESOLVED that the Boston Redevelopment Authority, acting under and pursuant to its powers under the provisions of Chapter 121 and any other powers thereunto enabling, does hereby determine and find the following particular facts:

1. Building Conditions

Of the 652 buildings in the Project Area, 411 (63%) are dwellings. Of those 652 buildings, 600 (92%) have deficiencies and 328 (50%) are structurally substandard to a degree requiring clearance as defined under applicable Federal regulations.

2. Tax Foreclosures

Of the 91.6 acres of land in the Project Area exclusive of streets and other rights-of-way, 11.5 acres (12.6%) are now owned by the City of Boston because they have been taken and foreclosed for non-payment of taxes.

3. Building Demolitions

Since 1931, 360 buildings have been torn down and not replaced and under existing conditions probably will not be replaced.

4. Vacant, Abandoned and Condemned Buildings

Approximately 11 percent of the buildings in the Project Area are vacant and abandoned. Most of these buildings

are poorly maintained or have been destroyed by vandals, and consequently they are unsafe and hazardous. In addition, major fires have gutted other buildings, further blighting the neighborhood. A total of 41 buildings in the Project Area (6.4% of all buildings) have been inspected and condemned by the City of Boston Building Department or the Office of Neighborhood Improvement as unsafe and dangerous and/or unfit for human habitation.

5. Overcrowding and Improper Location of Structures on Land

Many residential and non-residential structures do not meet standards set by the City's zoning ordinance. Lot areas and widths, usable open space, and front, side, and rear yard requirements are generally below code standards. Many residential buildings cover 60% to 80% of their lot areas. In addition, many residential buildings are located on interior lots, in the rear of parcels behind other structures, or otherwise have restricted access, which is a serious safety hazard in case of fire or other emergency.

6. Obsolete Buildings Unsuitable for Contemporary Uses

Many of the retail and industrial facilities were constructed more than sixty years ago and are now functionally obsolete. The type of construction, mechanical equipment, general layout, and loading and servicing arrangements lack adaptability to contemporary industrial and retail requirements.

The majority of the nonresidential structures in the Project Area lack adequate customer and employee parking and off-street loading and delivery facilities. Moreover, typically these nonresidential structures are placed on the land so as to prevent their effectively using the open space that does exist for such parking, loading and deliveries.

7. Incompatible Land Uses, Structures in Mixed Use, and Adverse Influences from Noise, Smoke or Fumes

A number of heavy commercial, industrial and mixed-use structures have encroached upon the residential segments of the Project Area. These uses generate truck traffic, noise, dirt and unsightliness which have

contributed to the deterioration and spread of blight in this area. Inadequate customer and employee parking, as well as the lack of off-street loading facilities, have had an adverse effect.

Many structures in mixed residential-commercial use are found in the Project Area, particularly along the major streets. The blighting influence of such structures is illustrated by the fact that many of them are now abandoned, vacant and unmaintained.

8. Unsafe, Congested, Poorly Designed and Otherwise Deficient Streets

Few streets in the area have roadways wide enough for major traffic volumes, and there are a number of complex intersections, few continuous streets, and in an inadequate system of collector streets. Many streets are operating at or near capacity. Major intersections are chronically congested under present conditions, resulting in a tendency for motorists to use secondary streets or even local streets to circumvent problem locations along arterials.

Dudley Street, a major crosstown street, is severely congested and operating at capacity (10,000 vehicles per day). The heavy use of this street by buses, together with the on-street parking and the lack of adequate curb loading stations, contribute to the problem of congestion. The Roxbury Crossing area also is a major problem area; congestion and poor alignment of the streets entering Roxbury Crossing limit the capacity of this intersection.

9. Inadequate Public Facilities Contributing to Unsatisfactory Living Conditions or Economic Decline

a. Schools

A study of the public schools in the City of Boston prepared by Harvard University indicated that the four elementary schools in the Project Area are obsolete and in deteriorating condition and recommended that they be abandoned. All of the schools are of Type IV construction (wood frame, floors and roof) and are hazardous to the safety of their occupants.

The William Bacon School was built in 1897 and suffers from age and lack of maintenance. Exterior walls are cracked; deteriorating brickwork and crumbling mortar in the basement permit water seepage; the upper floors show evidence of leakage; and walls and ceilings are cracked and lack paint. In addition, basement toilet rooms are unsanitary and illumination is substandard.

The Dillaway School, built in 1882, is located in a blighted neighborhood next to elevated tracks and is surrounded by heavy traffic. Foundations and walls show evidence of leakage, toilet facilities are unsanitary, and lighting is inadequate. The hand-fired coal boilers are controlled by an obsolete control system.

The Dudley School, built in 1874, is located on a site characterized by heavy traffic along its front, limited land area, and inadequate outdoor play space. Exterior walls are cracked, causing interior leakage; classrooms are dark; ventilation is substandard; and basement toilets are unsanitary.

The Asa Gray School was built in 1877 and is located in a commercial district. The building is in general disrepair; walls and ceilings show evidence of leakage; the exterior needs repointing; lighting is substandard, resulting in dark and hazardous corridors and stairs; and basement toilet facilities are unhealthy.

b. Parks and Recreation

None of the public parks in the project area is usable by the area's residents. The Madison Park is in dilapidated condition, and is hazardous, and entirely inadequate for recreational purposes. Discarded rubbish and broken glass characterize much of this park area. The smaller Vernon Street park area is unmaintained and is closed much of the year. The King Street Play Area is closed due to its dilapidated condition and useless equipment. A fourth recreational area, formerly a school site and playground on Bartlett Street, is likewise unusable because of its deterioration.

c. Municipal Buildings

Police Station No. 10 at Roxbury Crossing, built in the 1870's, and the Roxbury Municipal Court, remodeled

from an old school in 1901, are both functionally obsolete and in poor repair. These two facilities are scheduled for replacement by a consolidated police station and court building to be located in the proposed Civic Center to be developed at Dudley Square under the provisions of the Washington Park Urban Renewal Plan.

d. Sewerage and Water

Most of the area above Linden Park Street is served by separate sanitary and storm drainage systems, but below Linden Park Street these systems are combined. Most of the mains are over 60 years of age. Storm overflows in the Old Stony Brook Conduit contain some sewerage discharge and contribute substantially to the pollution of the nearby Fens Pond and Charles River Basin.

A large percentage of water mains 16" and larger were laid prior to 1900 and have lost more than 50% of their original carrying capacity. A 24" main on Roxbury-Dudley Streets is nearly 100 years old (1868) and, studies disclose, is badly tuberculated. It is symptomatic of the poor condition of these facilities that eight main failures have been reported in the area between 1954 and 1962.

B. As to the Early Land Area

1. Building Conditions

Of the 360 buildings in the Area, 336 (93%) have deficiencies and 288 (83%) are structurally substandard to a degree requiring clearance as defined under applicable Federal regulations.

Approximately three-fourths (265 or 74%) of those 360 buildings are dwellings.

2. Tax Foreclosures

Of the 46.6 acres of land in the Area exclusive of streets and other rights-of-way, 10.1 acres (21.7%) now are owned by the City of Boston because they have been foreclosed for non-payment of taxes.

3. Building Demolitions

Since 1931, 290 buildings have been torn down and not replaced and under existing conditions probably will not be replaced.

4. Other Deficiencies

The Early Land Area contains a large proportion of the obsolete, deteriorating and abandoned buildings and overcrowded parcels referred to hereinbefore in paragraphs 4 through 6 of section A of this Resolution. Similarly, the incompatible uses, noise, smoke, fumes, deficient streets and inadequate public facilities found in the Project Area generally (see paragraphs 7-9 of said section A) also characterize the Early Land Area.

AND BE IT FURTHER RESOLVED that the Authority, acting under and pursuant to its powers as aforesaid, does hereby find and determine as follows:

(1) That the Project Area is a decadent area in that it is an area which is detrimental to safety, health, morals, welfare and sound growth of the Boston community because of the existence of buildings which are out of repair, physically deteriorated, obsolete, and in need of major maintenance and repair, because much of the real estate in recent years has been sold for non-payment of taxes or upon the foreclosure of mortgages, and because buildings have been torn down and not replaced and, under existing conditions, probably will not be replaced;

(2) That the Project Area is a substandard area, wherein dwellings predominate, which, by reason of dilapidation, overcrowding, faulty arrangements or design, lack of ventilation, light or sanitation facilities, and a combination of these factors, are detrimental to the safety, health, welfare and sound growth of the Boston community;

(3) That the Project Area is a blighted, deteriorated, and deteriorating area;

(4) That the Early Land Area is a decadent and substandard area for the same reasons as those set forth in, respectively, (1) and (2) above;

(5) That the Early Land Area is a blighted, deteriorated, and deteriorating area; and

(6) That the Authority is preparing an urban renewal plan for the Project Area, which plan will include action with respect to the Early Land Area.

AND FINALLY, BE IT RESOLVED that the Secretary of the Authority is authorized to publish in the City Record of August 20, 1966 a notice of the findings and determinations adopted herein.

EXHIBIT "A"

BOUNDARY DESCRIPTION

CAMPUS HIGH SCHOOL URBAN RENEWAL AREA

The Campus High School Urban Renewal Area is that certain tract of land situated in the City of Boston, County of Suffolk, Commonwealth of Massachusetts, and bounded generally as follows:

Beginning at the intersection of the southerly sideline of Sterling Street and the easterly sideline of Warwick Street;

Thence running southeasterly along the southerly sideline of Sterling Street extended to the easterly sideline of Shawmut Avenue;

Thence turning and running southwestwardly along the easterly sideline of Shawmut Avenue extended to the southerly sideline of Roxbury Street;

Thence turning and running southeasterly and northeasterly along the southerly sideline of Roxbury Street to the westerly sideline of Washington Street;

Thence turning and running southwestwardly along the westerly sideline of Washington Street to the northerly sideline of Bartlett Street;

Thence turning and running northwestwardly along the northerly sideline of Bartlett Street extended to the southerly sideline of Dudley Street extended to the southerly sideline of Roxbury Street;

Thence turning and running westerly along the southerly sideline of Roxbury Street extended to the midline of Columbus Avenue;

Thence turning and running due north to the westerly sideline of Columbus Avenue and thence along the westerly sideline of Columbus Avenue extended to the midline of the right-of-way of the mainline of the New York, New Haven and Hartford Railroad;

Thence turning and running northeasterly along the midline of the New York, New Haven, and Hartford Railroad right-of-way to the extended northerly sideline of Ruggles Street;

Thence turning and running southeasterly along the northerly sideline of Ruggles Street extended to the easterly sideline of Columbus Avenue;

Thence turning and running northeasterly along the easterly sideline of Columbus Avenue to the westerly sideline of Weston Street;

Thence turning and running southeasterly along the westerly sideline of Weston Street extended to the easterly sideline of Cabot Street;

Thence turning and running northeasterly along the easterly sideline of Cabot Street to the southerly sideline of Cabot Place;

Thence turning and running southeasterly along the southerly sideline of Cabot Place extended to the easterly sideline of Warwick Street;

Thence turning and running northeasterly along the easterly sideline of Warwick Street to the point of beginning.

EXHIBIT "B"

CAMPUS HIGH SCHOOL

EARLY LAND ACQUISITION AREA

Beginning at the intersection of the southerly sideline of Tremont Street and the easterly sideline of Ruggles Street;

Thence running northeasterly along the southerly sideline of Tremont Street to the intersection of the westerly sideline of Weston Street;

Thence turning and running southeasterly along the westerly sideline of Weston Street extended to the easterly sideline of Cabot Street;

Thence turning and running northeasterly along the easterly sideline of Cabot Street to the intersection of the southerly sideline of Cabot Place;

Thence turning and running southeasterly along the southerly sideline of Cabot Place extended to the easterly sideline of Warwick Street;

Thence turning and running northeasterly along the easterly sideline of Warwick Street to the intersection of the southerly sideline of Sterling Street;

Thence turning and running southeasterly along the southerly sideline of Sterling Street to the westerly sideline of Shawmut Avenue;

Thence turning and running southwesterly along the westerly sideline of Shawmut Avenue to the northerly sideline of Roxbury Street;

Thence turning and running northwesterly and southwesterly along the northerly sideline of Roxbury Street to the intersection of the westerly sideline of Shailer Avenue;

Thence turning and running northeasterly along the westerly sideline of Shailer Avenue to a point which is the intersection of the southeasterly parcel line of the property located at 12 Linden Park Street (now or formerly owned by Henry Royal);

Thence turning and running northwesterly along the southerly parcel lines of the properties respectively located at:

12 Linden Park St. (now or formerly owned by Henry Royal)
18 Linden Park St. (now or formerly owned by City of Boston)
22 Linden Park St. (now or formerly owned by Temple of Christ)
24-26 Linden Park St. (now or formerly owned by George Perry)
30 Linden Park St. (now or formerly owned by Katherine Irvin)
34 Linden Park St. (now or formerly owned by Joseph Barbaro)
36 Linden Park St. (now or formerly owned by City of Boston)

Extended to the westerly sideline of Gay Street;

Thence turning and running northerly along the westerly sideline of Gay Street about 30 feet to a point which is the intersection of the westerly sideline of Gay Street and the southerly parcel line of a property now or formerly owned by City of Boston;

Thence turning and running westerly, northwesterly, and then westerly along the southerly parcel lines of the properties respectively located at:

42 Linden Park Street (now or formerly owned by City of Boston)
the vacant land between 50 & 60 Linden Park Street (now or formerly owned by Willard Welch)
60-66 Linden Park Street (now or formerly owned by Hub Laundry)
72 Linden Park Street (now or formerly owned by David Marshall)

to a point at the intersection of the southerly and the westerly boundaries of the property now or formerly owned by David Marshall and the easterly boundary of the property now or formerly owned by Leo Gould;

Thence turning and running southerly along the easterly boundary of the property now or formerly owned by Leo Gould to a point at the intersection of the easterly boundary of said property and the southerly boundary of said property;

Thence turning and running westerly along the southerly boundary line of said property extended to the westerly sideline of Dunlow Street;

Thence turning and running northerly along the westerly sideline of Dunlow Street to a point which is the intersection of the southeasterly parcel line of the vacant land now or formerly owned by Ann Murray and located adjacent to 36 Dunlow Street and the westerly sideline of Dunlow Street;

Thence turning and running along the southerly parcel line of the said vacant land adjacent to 36 Dunlow Street and, through various courses and distances, along the easterly, southerly and westerly parcel lines of the property located at 3 Conant Place (now or formerly owned by Winnifred Felton);

Thence turning and running along the southerly parcel line of the vacant land now or formerly owned by R.S.R. Realty and located at the corner of King and Elmwood Streets to the easterly sideline of King Street;

Thence turning and running northwesterly along the easterly sideline of King Street extended to the northerly sideline of Elmwood Street;

Thence turning and running southwesterly along the northerly sideline of Elmwood Street to the intersection of the easterly sideline of Texas Street;

Thence turning and running northwesterly along the easterly sideline of Texas Street to a point which is the intersection of the easterly sideline of Texas Street and the property line running between the property at the corner of Texas and Tremont Streets now or formerly owned by Saul Greenberg and the property located at 1322 Tremont Street now or formerly owned by R. S. R. Realty;

Thence turning and running generally northeasterly along the southwesterly boundaries of properties now or formerly owned by Saul Greenberg, Gertrude Rubin and Murray Robinson to the southeasterly corner of said Robinson property;

Thence turning and running northwesterly along the northeasterly boundary of said Robinson property to the southerly sideline of Tremont Street at a point located at the northeasterly corner of said Robinson property;

Thence turning and running northeasterly along the southerly sideline of Tremont Street to a point at the northwesterly corner of property now or formerly owned by Bessie Cutler;

Thence turning and running southeasterly along the southwesterly boundary of said property to its southwesterly corner;

Thence turning and running generally northeasterly to a point which is the southwesterly corner of the property now or formerly owned by Leonard Starr and located at 1300 Tremont Street;

Thence turning and running northwesterly along the westerly parcel line of the said property located at 1300 Tremont Street to the southerly sideline of Tremont Street;

Thence turning and running northeasterly along the southerly sideline of Tremont Street to the intersection of the westerly sideline of Whittier Street;

Thence turning and running southeasterly along the westerly sideline of Whittier Street extended to the southerly sideline of Hampshire Street;

Thence turning and running southwesterly along the southerly sideline of Hampshire Street to the extended easterly sideline of the property located at 123 Hampshire Street (now or formerly owned by Boston Edison Co.);

Thence turning and running northwesterly along the easterly sideline extended and the easterly sideline of said property located at 123 Hampshire Street to the northwesterly sideline of said property;

Thence turning and running southwesterly along the northwesterly sideline of said property to the northeasterly sideline of Linden Park Street;

Thence turning and running southeasterly along the easterly sideline of Linden Park Street to the southerly sideline of Simmons Street;

Thence turning and running northeasterly about 130 feet along the southerly sideline of Simmons Street to the southwesterly line of the property numbered 30 Simmons Street (now or formerly owned by Barney Victor);

Thence turning and running southeasterly along the southwesterly sideline of said property at 30 Simmons Street and said sideline extended to the southeasterly sideline of Stony Brook;

Thence turning and running northeasterly about 225 feet along the southeasterly sideline of Stony Brook to a lot line which is the southwesterly lot line extended of the property numbered 21 Lamont Street (now or formerly owned by Leo Billar);

Thence turning and running easterly along said lot line extended to the southwesterly corner of said property at 21 Lamont Street;

Thence turning and running generally northerly along the rear of the lots on the west side of Lamont Street to the southeasterly sideline of Stony Brook;

Thence turning and running northeasterly along the southeasterly sideline of Stony Brook to the westerly sideline of Lamont Street;

Thence turning and running along the westerly sideline of Lamont Street to a point which is the southwesterly corner of the intersection of Lamont, Vernon, and Downing Streets;

Thence turning and running northeasterly along the westerly sideline of Downing Street extended and Downing Street to the southwesterly sideline of Whittier Street;

Thence turning and running southeasterly along the southwesterly sideline of Whittier Street extended to the easterly sideline of Cabot Street;

Thence turning and running northeasterly along the easterly sideline of Cabot Street extended to the northerly sideline of Ruggles Street;

Thence turning and running northwesterly along the northerly sideline of Ruggles Street to the point of beginning, all as shown on the map entitled "Campus High School Urban Renewal Area - Early Land Acquisition", dated June 30, 1966, a copy of which is available for inspection at the offices of the Authority at 73 Tremont Street, Boston, Massachusetts.

MEMORANDUM

TO: Boston Redevelopment Authority

FROM: Edward J. Logue, Development Administrator

DATE: August 11, 1966

SUBJECT: CAMPUS HIGH SCHOOL URBAN RENEWAL PROJECT -
APPROVAL OF SURVEY & PLANNING APPLICATION

It is recommended that the Authority adopt the following attached votes, in connection with the Campus High School Project:

1. Resolution approving undertaking of Surveys & Plans and filing of Application with Federal authorities.
2. Vote authorizing transmittal of Survey & Planning Application to the Mayor and City Council.
3. Resolution of determinations and findings relative to the condition of the Campus High School Urban Renewal Area and the acquisition area located therein.

The attached Survey & Planning Application Binder and the Resolution approving undertaking of Surveys & Plans have been revised since the Board Submission of June 30 to provide for a planning period of 18 instead of 12 months. The budget has been increased accordingly.

The staff is still analyzing the testimony that was presented at the hearing concerning early acquisition and the proposed reuse with particular reference to the size of the campus high school site and the proposals for relocation housing. Therefore, no recommendation is submitted concerning that phase of the matter at this meeting.

However, it was quite clear from the evidence submitted to the Authority and from the testimony that the area as a whole and the early land section in particular were substandard and decadent, and it is recommended that the Authority approve the attached resolution making the appropriate finding. No action will be sought on approval of the early land proposal or authority to submit to the Mayor and Council until a further recommendation is made.

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NOTICE OF DETERMINATIONS

BOSTON REDEVELOPMENT AUTHORITY
CAMPUS HIGH SCHOOL URBAN RENEWAL PROJECT AREA

Notice is hereby given, in accordance with Section 26P of Chapter 121 of the General Laws (Ter. Ed.), as amended, and other applicable provisions of law, that the Boston Redevelopment Authority, at its meeting duly held on August 11, 1966, acting under and pursuant to its powers under the provisions of Chapter 121 and any other powers thereunto enabling, adopted a Resolution, which is available for public inspection at the offices of the Authority at 73 Tremont Street, Boston, Massachusetts, and which made certain determinations and findings of particular facts with respect to the "Project Area" (the Campus High School Urban Renewal Project Area described in the Exhibit "A" annexed hereto and made part hereof) and the "Early Land Area" (described in the Exhibit "B" annexed hereto and made part hereof), regarding numbers and percentages of substandard buildings, tax foreclosures, building demolitions, and vacant, abandoned and condemned buildings; and regarding overcrowding and improper location of structures, obsolescence of buildings, incompatible land uses, unsafe, congested, poorly designed and otherwise deficient streets, and inadequate public facilities; and wherein it further determined and found, among other things, as follows:

(1) That the Project Area is a decadent area in that it is an area which is detrimental to safety, health, morals, welfare and sound growth of the Boston community because of the existence of buildings which are out of repair, physically deteriorated, obsolete, and in need of major maintenance and repair, because much of the real estate in recent years has been sold for non-payment of taxes or upon the foreclosure of mortgages, and because buildings have been torn down and not replaced and, under existing conditions, probably will not be replaced;

(2) That the Project Area is a substandard area, wherein dwellings predominate, which, by reason of dilapidation, overcrowding, faulty arrangements or design, lack of ventilation, light or sanitation facilities, and a combination of those factors, are detrimental to the safety, health, welfare and sound growth of the Boston community;

(3) That the Project Area is a blighted, deteriorated and deteriorating area;

(4) That the Early Land Area is a decadent and substandard area for the same reasons as those set forth in, respectively, (1) and (2) above;

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(5) That the Early Land Area is a blighted, deteriorated, and deteriorating area; and

(6) That the Authority is preparing an urban renewal plan for the Project Area, which plan will include action with respect to the Early Land Area.

BOSTON REDEVELOPMENT AUTHORITY

Kane Simonian
Secretary

